

The Trainmaster

February,
1999

The Official Publication of the
Pacific Northwest Chapter,
National Railway Historical Society
Portland, Oregon



February / March Meetings:

Board of Directors Meetings:

February 11, March 11, Room 208, Portland Union Station, 7:30 PM

General Membership Meetings:

February 19, March 19, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

Board Vacancy Triggers Special Election at February Meeting

Statement by Roger White

Hello, I'm Roger White, a candidate for unexpired term on the Board of Directors. I have been a director before. The three years went too fast.

My interest is a location for the chapter.

At least two other individuals are said to be considering running for this position. However, no statements were received by print deadline for the February issue. Please consider voting in the February election to help decide the leadership for the chapter.

Mailbag

Diesel Horns just are not the same

January 13, 1999, To the Trainmaster,

We have some new compact disc recordings that have old railroading themes: Casey Jones, hoboes, trainmen and their families and friends.

These CDs gave rise to the following nostalgic thoughts:

Blat, blat, bury-blat!

Why aren't those diesel horns tuned like the old steam whistles? They were friendly night and day, and you could almost write a sonnet that would say:

- We know there are tracks, and to look, listen, and beware,
- But for our melodious friends, we always do care,
- Comforting at night, with all their might,
- During the day we stare with delight, and go to watch their speedy sight,
- Our grandparents were there,
- Our parents all care,
- Our children have no chance but to listen to the diesels blare-- but we really care,
- and would that they had been there.

Orin and Karyl Knee
NRHS-PNWC

Mt Hood/UP ALCO Switcher HH-1000 #51

I am trying to locate the correct paint scheme for this engine as it was delivered to the Union Pacific and renumbered #1251. This engine was never fully repainted but only had some paint patches painted on it to apply the new U.P. Number. The Mount Hood Railroad purchased this engine secondhand from the Newburgh & South Shore, near Cleveland, in

November 1954, when new it carried N&SS number 2 then later number 1002. It was retired by U.P. in August 1970 and scrapped. A picture of this engine appears on page 72 of the book Union Pacific switchers and slugs and on page 101 of the book Union Pacific motive power review 1968-77. I am a "o" scale modeler and I have a Car Works "o" scale model of this engine and I would very much

like to paint it in its correct paint scheme as it is shown in these two books. Does any one in your group have a color picture of this engine? Any help on this engine would be very helpful. Thank you.

UPTRAINMAN@AOL.COM

Seeking James P. Harper

Jim and I go back to the middle 30s when we grew up together. The last time I heard from him was about 10 years ago when he was living in your area, and apparently active in your chapter. I can't find an address for him, and I wonder if he may be among those no longer with us. When you get to the 60+ age, it starts to dawn on you that friends from way back when are gone. If you check out my website, I make reference to Jim in a story about GN 2580. I also had two other friends whom I mentioned in my story about the Korean narrow gauge. I heard from one after 40 plus years and he informed me that the other guy had passed on about 8 years ago. I would appreciate any information that you might be able to give me. Thanks.

PS--I'm a member of North Central Texas Chapter and was one of the founding members of the Wisconsin Chapter--way back when.

Don Ross

Irving, Texas

dons_depot@gtemail.net, don0731@gte.net,
thedepot@railspot.com

<http://donross.railspot.com>

Photos of Northern Pacific Terminal

Hello;

I am interested in a membership in the NRHS.

I am retired from the Railroad. I took my carman apprenticeship at SP Brooklyn yards from 1955 until 1959. I then went to the NPT Co. and worked as a carman and then eventually a Car Forman. I would like to build a model RR coping the Northern Pacific Terminal Co. but it has been many years ago since I have seen the Lake Yard. As you probably know it is now a pig yard and there's no evidence of the old coach yard. I worked mostly on the UP city of Portland and can

remember a lot about the buildings but I don't recall much about the coach yard track layout. Does your society have any pictures of the high tracks where the passenger coaches were serviced? Any information you might pass on would help very much.

Thanking you in advance

Emil Folz

Holiday Junction Again A Success

Dear Holiday Junction Committee/Exhibitors:

OMSI would like to thank you for participating in the second annual Holiday Junction event. Thanks to your participation, nearly 20,000 visitors of all ages celebrated the holidays with the time-honored magic of trains and railroads. This year's event marked an increase of more than 8,000 visitors from last year, including 50 pre-registered school and senior groups!

The highlight of this year's event included the SP&S #700 Steam Locomotive which drew more than 500 visitors per day, even in the cold weather. New collections including the world's smallest train, elaborate working model train layouts, historic displays of railroads in the Pacific Northwest and interactive OPB kids depot were all a hit. Families were able to board the SamTrak Train for festive, scenic rides on weekends with Santa. OMSI was proud to showcase an engine from the oldest operating layout in America, dating back to 1907. The 700's whistle kicked off an old-fashioned track laying competition for Holiday Junction's grand finale.

Rachel M. Dressler

Special Events Coordinator

Oregon Museum of Science and Industry

[*The chapter participated in Holiday Junction by having a concessions booth, including our observation car platform mock-up, and some of our models on display.*]

City of Portland Bureau of General Services:

The Bureau of General Services of the City of Portland is pleased to accept property management duties at historic Union Station. As you know, our duties will begin January 1,

1999. All of us at the city look forward to working with you at this grand building.

You will be pleased to know that Tom Dethloff remains on the job at Union Station. We have made arrangements to continue his services and look forward to working with him.

During January, I will drop in to your office to introduce myself and to personally meet each of you. However, do feel free to call me at any time before then.

We look forward to being of service to you in the years to come. Best wishes for a healthy and prosperous New Year.

Diana Lee Holuka, Property Manager

Grubb & Ellis Management Solutions, Inc.

Dear Tenants of Union Station:

As most of you are aware Grubb & Ellis Management Services, Inc. will no longer be responsible for the management of Union Station after December 31, 1998.

While Grubb & Ellis Management Services, Inc. will no longer be involved with the over all management of the property, we will be under contract with the City of Portland for personnel services. Tom Dethloff will remain as Building Superintendent and manage the on-site operations of the property; however, all leasing and lease administration questions should be forwarded to Diana Holuka.

We have had a long run managing Union Station since November, 1987 and had welcomed the opportunity to satisfy the needs of our diverse tenant profile at Union Station. We wish all tenants the best of luck in your future business endeavors and wish all a Happy Holiday Season.

Steve Mikulic
Property Manager

Please see pages 9 and 10 for a letter and information from the Columbia Gorge Model Railroad Club about the March Swap Meet at the Pay 'n Pak Collectors Market.

The *Trainmaster* is always interested in hearing from chapter members and others who follow trains. Please address correspondence to the address on page 7.

From The Wire



("ALL THE NEWS THAT'S PRINTED TO FIT")

Headlight Lamps Become Available Again

Some time back, the General Electric company ceased production of steam locomotive headlight bulbs. This left a limited supply of stock, and caused a great deal of concern for those in the tourist railroad industry that still needed access to these light bulbs. The Summer, 1998 *TrainLine* magazine (sent to members of the Tourist Railroad Association, Inc., known commonly by the nickname "Train") reports that Backshop Enterprises of Wheat Ridge, Colorado, is working on contracting a full production run of 32 volt, 250 watt steam locomotive headlight bulbs. These bulbs will duplicate the original pear shape and rough service design of the original style bulbs. Backshop Enterprises contact information is: 5160-B Parfet Street, Unit 1, Wheat Ridge, CO 80033, Telephone (303) 424-6882, fax (303) 424-4073.

Other Items from TrainLine

A few other items of interest from the Summer, 1998 issue are of interest to Pacific Northwest Railfans as well: there is also an article about the Black Hills Central Railroad in South Dakota, which has on its roster ex-Peninsula Terminal 2-6-2 #104, plus ex-Oregon Electric car #112, which is used as a coach.

UP to Encourage Sleeping on the Job

From a Union Pacific Railroad press release titled "UP Implements Napping Policy in Southern Region", OMAHA, January 12 --

Union Pacific Railroad announced today it is implementing its successful napping policy across its eight-state Southern Region to help employees who operate trains manage fatigue.

The policy, which is part of Union Pacific's Alertness Management program, allows one train crew member to take a nap for up to 45 minutes while the train is stopped. Pilot projects were conducted last year at eight locations across the railroad.

"Scientific studies have demonstrated that naps can increase both alertness and

performance levels," said Denny Holland, director - alertness management.

The pilot napping program began in March 1998 and was made up of 3,700 employees who operate trains. About six percent of those participating in the pilot were surveyed and indicated they averaged about three and one-half naps during a seven-day work period, with the average length of the nap just over 30 minutes.

Union Pacific's napping policy is scheduled to be implemented across the remainder of the railroad by the end of the first quarter.

States in the UP's Southern Region include Illinois, Missouri, Arkansas, Louisiana, Texas, Oklahoma, Kansas and New Mexico.

UP Hauls Christmas Trees

From a Union Pacific Railroad press release OMAHA, December 7 --

Union Pacific estimates it will haul more than 1,000 truck trailers loaded with more than

675,000 Christmas trees on its intermodal trains from Portland, Oregon to the Los Angeles area this year.

There are more than 900 growers in the Pacific Northwest who produce an estimated 8.5 million trees each year worth more than \$100 million.

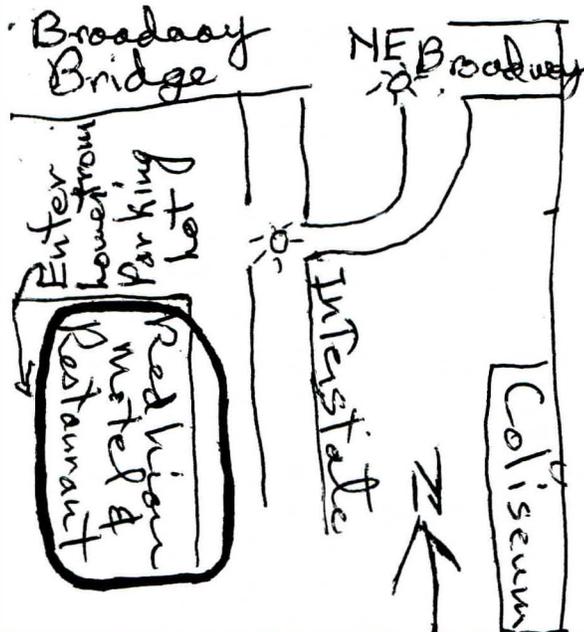
Major Plans Made for WAPI in 2000 Event

On the following pages are some plans that the Western Antique Powerland Inc. (WAPI) would like to see developed for an event to take place in the year 2000. The celebration will be of 100 years of machines and industrial history. It is hoped that this event, and the developments surrounding preparation for it, will turn WAPI's facility in Brooks into a major living history museum.

Page 5 includes the first page of the plans.

Page 6 and 7 is a map of what they would like to do.

Page 8 is the second page of the plans.



PNWC NRHS ANNUAL CHAPTER BANQUET SATURDAY, MARCH 20, 1999

NO HOST BAR 6:30 PM
DINNER STARTS AT 7:15 PM
BANQUET PROGRAM PRESENTED
BY DON HUNTER
AT THE COLISEUM RED LION INN
COST: \$19.50 PER PERSON,
INCLUDING GRATUITY
RESERVATION REQUIRED

NAME _____	# OF DINERS _____
ENTREE CHOICE:	
<input type="checkbox"/> MARINATED BEEF MEDALLION <input type="checkbox"/> CHAR-GRILLED CHICKEN BREAST <input type="checkbox"/> VEGETARIAN	

Dinner will include desert, salad, vegetable, and coffee, tea, or milk

Please make reservation A.S.A.P. to Marilyn Edgar, 236-7271

Send check to 1424 S.E. Rex Street, Portland, OR 97202

YEAR 2000 SHOW

Special Edition - The Great Oregon Steam Up

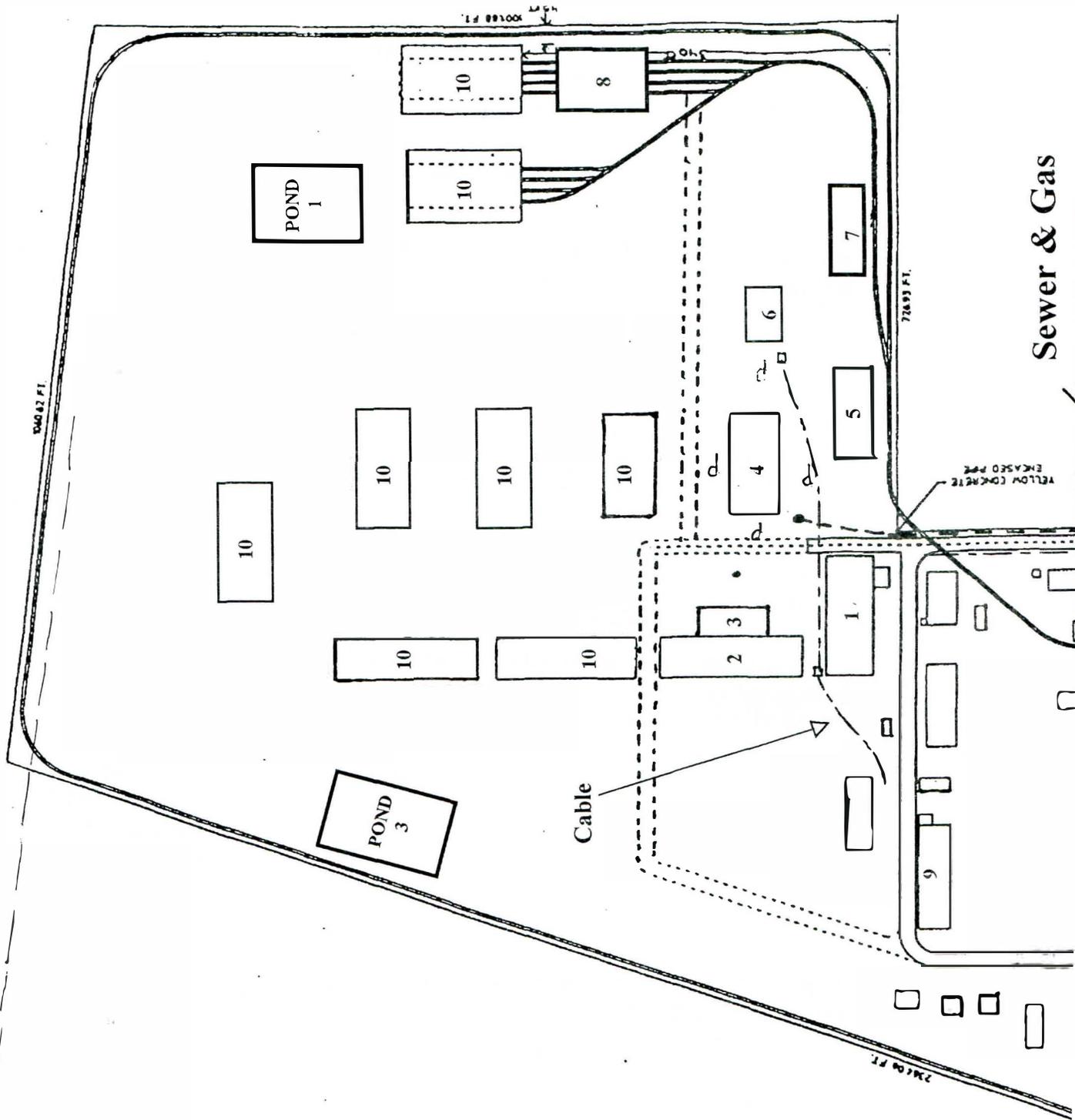
“Celebration - One Hundred Years of Machines”

- I. Purpose: Hold a celebration of one hundred (100) years of progress, dedicated to the machines that made growth and economic prosperity a reality, throughout the period 1900-2000.
- II. Objectives: Host a special edition of “The Great Oregon Steam Up” at the Antique Powerland Museum. Focus will be the machines and their contributions. Exhibitors and participants will be invited from throughout the U.S. and Canada. Geographically, emphasis will be directed to the Pacific Northwest and, more specifically, Oregon (history). The show will be open to the public for a modest fee.
- III. Activities: Displays, demonstrations, special events and staged programs will be carried out over a nine (9) day period, July 29 to August 6 inclusive. Equipment represented will include farm implements, tractors, antique engines, steam driven equipment, construction equipment, fire fighting equipment, electric trolley, antique trucks and cars, miniature railroad, blacksmithing, milling, etc. Historical societies will be in attendance. Demonstrations will play a significant role. Other outside museums will be invited to participate. Period use of equipment, period dress and the significance of developments over the one hundred year time span will be demonstrated in each of the categories represented. Different machines and use will be featured daily. Special programs will be presented in the evenings following hosted barbecues and potlucks. The goal is to tell the story of the machines and their use over the last Century.

During the week, exhibitor and participant guests will be treated to a broad array of site visit options, including Oregon’s natural beauty and recreational sites, other museums and artifacts of historical relevance, special interest venues and historic sites and demonstrations.

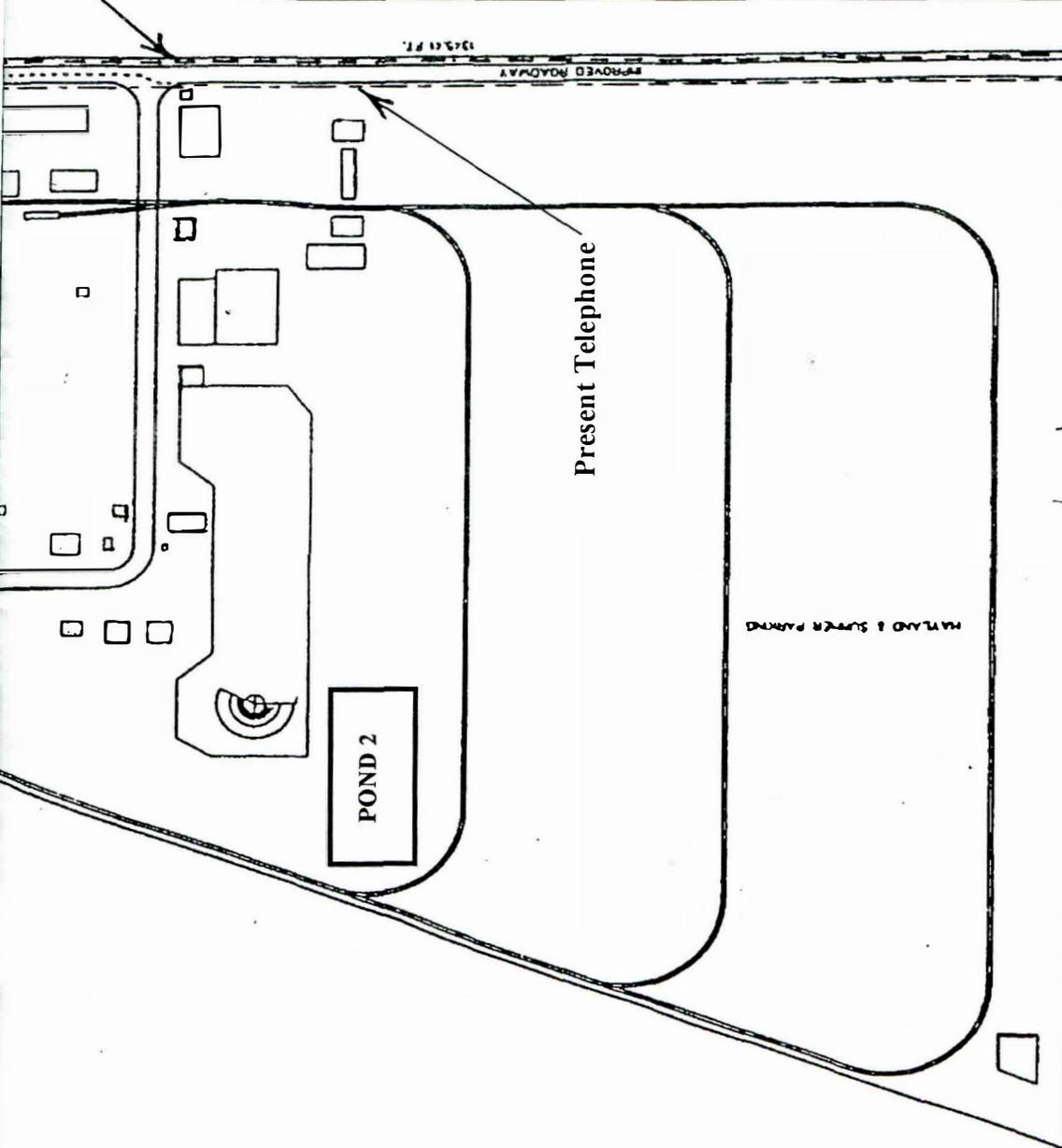
- IV. Financial Needs: **The financial goal is to acquire the funds necessary to establish Antique Powerland as a multi-faceted year round heritage museum destination site for students, organizations, visitors and touring groups, alike.**

This will be accomplished by directing all proceeds from the show to needed improvements at Antique Powerland. In this regard and to this end, the event will be hosted by the Antique Implement Society, a not-for-profit 501c3 organization, established at Powerland.



LEGEND

1. PNTM Building 1
 2. PNTM Building 2
 3. Building 2 Addition – Library, Office, Store, Meeting Room
 4. Commons Building including Restroom Facilities
 5. Powerland Trolley Interpretive Center
 6. Transformer Building
 7. Powerland Trolley Maintenance
 8. Powerland Trolley Shed
 9. Gas Engine Museum
 10. Future Buildings:
- Trolley
 - Oregon Fire Service Museum
 - Caterpillar Club
 - Brooks Coach & Wheel Works
 - Truck Museum
 - Steam Fiends
 - John Deere Club



Exhibitor only

New Public Entrance

The site needs certain improvements and additions to host the quality of show being targeted, one that will truly present a pageant that Oregonians will be proud of.

- Entrance improvements. Welcome facility, signs, gate lighting - \$15,000
- Paving of road to second gate - \$25,000
- Antique lighting - \$5,000
- Signage on site, buildings, etc. - \$10,000
- Site landscaping, public areas, facilities improvements - \$25,000
- Stage area for program presentations - \$15,000
- Event marketing, materials, etc. - \$20,000
- Planning, management, administration - \$20,000

Total - \$135,000

These facilities will position Powerland to present a first class program, and be prepared to support additional groups building facilities at the site, and becoming full time participants in a wonderful new distinctive museum for the State. We are requesting legislative assistance in the manner of a grant to cover the costs as outlined.

- V. Benefits: The Year 2000 show will bring broad marketing and economic benefits to the Brooks-Keizer-Salem areas through participation and attendance. The event will assist with marketing the area for longer term tourism and visitor activity. Equally important, the funds made available by this legislative request supplemented by proceeds for the show, will allow the Powerland Museum to achieve its full potential.

The *Trainmaster* would like to thank member Roger White for forwarding this information to us for publication.

Chapter members should take note of the dashed line on the far left side of page 6. This line is a proposed connection to the Oregon Electric district of the Portland & Western Railroad. At one time, the chapter was considering working with the Western Antique Powerland to establish a railroad museum at the site as well. At the time, the proposal was eventually dropped, due to a number of circumstances the current *Trainmaster* assistant editor is unfamiliar with, as this all happened before he became a member of the chapter in 1994. Apparently there are those at WAPI that are still interested in making this proposal a reality. At the current time, it sounds as if this proposal will be one of the items discussed at a Chapter special Board of Directors meeting, starting at 10:30 AM on Saturday, January 30, 1999, and lasting a fair portion of the day.

COLUMBIA GORGE MODEL RAILROAD CLUB



2505 NORTH VANCOUVER AVENUE
PORTLAND, OREGON 97227-1986
(503) 25-TRAIN



Dear Swapmeet Seller,

It's that time of year again. The winter swap meets are underway and the original Portland area swapmeet, the "Model Railroad and Railroadiana Swapmeet" (or "March Swapmeet" for short) is open for orders again. This will be our 21st Annual edition of this Portland institution. Once again, this meet is jointly sponsored by the Pacific Northwest Chapter, NRHS and the Columbia Gorge Model RR Club.

Once again we've reserved the Pay 'N Pak Collectibles Market building once again for Saturday, March 13, 1999 for this event. Mark your calendars now for this swapmeet.

More good news. The "Columbia Gorge 2nd Annual May Swapmeet" will be held on Saturday, May 22 at the Pay N Pak location. This is a growing event that marks the end of the spring swapmeet season. It's probably your last chance for a model railroad swapmeet before September. Reservation forms for this event will be mailed in February 1999.

Both of these events will be held in the Pay N Pak Building just east of Portland Meadows Race Track in North Portland. This location has been very successful as more and more modelers have decided to attend these meets. As with the 1998 events, we plan to also host one or more modular layouts in the space as an additional point of interest and crowd draw. Details will depend on table sales.

We are now accepting reservations for the March 13 event. Please use the enclosed order form to place your order. Table location preferences will be met on a "first come, first served" basis so getting your order in early will get you the best location. (We'll also be happy to meet your location requests on the same basis if you have a desired location.). Also please note that the "wall tables" against the front wall are very limited in number and the maximum number that can be ordered is limited to five. If you request wall tables, we'll do our best to meet your request, but these will go very quickly.

See you in March,

Doug Auburg
Swapmeet Chair

enclosure: March Swap Order Form

(march swap 99 call letter.doc)

Saturday, March 13, 1999 Portland's Twenty-first Annual Railroadiana & Model Railroad Swap Meet

ADMISSION:

Adults: \$3.00
Children under 12 FREE

TABLE RENTAL:

\$14.00 for first table (6'X30")
\$11.00 for each additional table.
Payment required in advanced.

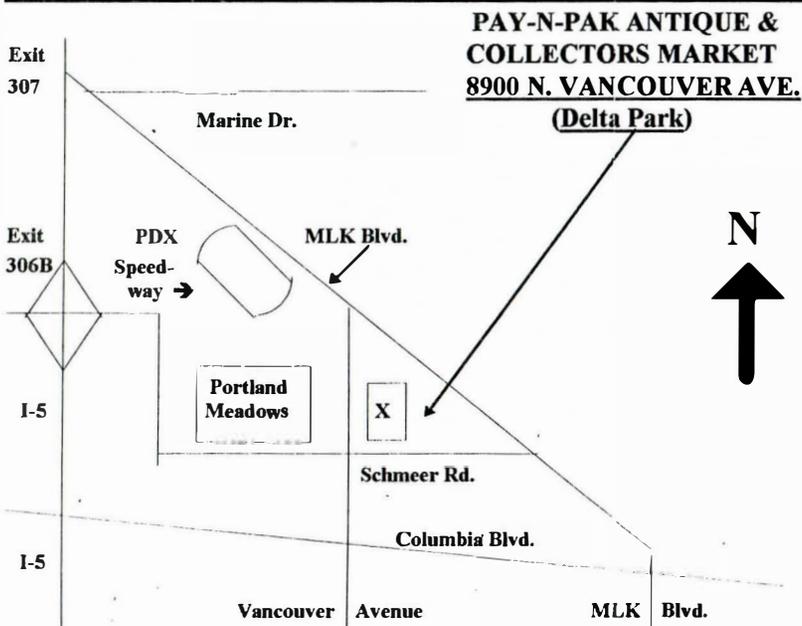
HOURS:

General Public: 10 AM to 4 PM
Sellers: 7:30 AM to 4 PM

FOR INFORMATION WRITE:

Swap Meet Chairman
c/o CGMRC
2505 N. Vancouver Avenue
Portland, OR 97227-1949
or (360)694-7769 evenings
E-mail: dauburg@vintagead.com

240 Tables available
to vendors.



OUR NEXT SWAP MEET WILL BE ON SATURDAY, MAY 22, 1999

TABLE RESERVATION FORM for MARCH 1999 SWAPMEET

Name: _____ Phone: () _____
 Address: _____ Fax #: () _____
 City/State/ZIP: _____ E-mail: _____

First table at \$14 and ONLY \$11 for each additional table (rented in the same name and located adjacent to one another). A very limited number of wall tables (5 maximum per order) are available. We will attempt to provide wall tables or electricity, when requested (first come, first served). Your table rental entitles you to two worker tickets. Additional worker tickets are available at \$3 each. (This fee, coupled with the \$3 discount on extra tables allows you to choose only the number of worker tickets you need and minimize your total cost.) Please indicate how many tickets you need (include yourself in the count). Make checks payable to: CGMRC.

No. of tables: 1 @ \$14 plus _____ @ \$11 = \$ _____
 No. of worker tickets: _____ (2 max.) free + _____ @ \$3 = \$ _____
 Total with this order: \$ _____

Wall table(s)? Yes or No (please circle one)
 Electricity? Yes or No (please circle one)
 Other special needs: _____

Chapter Timetable #436 - February 1999

Monthly Board of Directors Meetings:

February 11, March 11, 7:30 PM. Room 208, Union Station. These meetings are scheduled on the Thursday evening prior to the monthly membership meeting.

Monthly Membership Meetings:

February 19, March 19, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM. (third Friday evening of every month).

Quarterly Chapter Potluck:

The first chapter meeting potluck will be at the April membership meeting (normally this would be the March meeting, but has been moved due to the proximity of the banquet and membership meeting days). Activities will start at 6:30 PM. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

Chapter Banquet:

The chapter banquet will be at the Coliseum Red Lion Hotel on March 20, 1999. This is the hotel across the Willamette River from Union Station, and is directly above the Union Pacific's main line out of Albina. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

Upcoming Membership Meeting Programs :

February: To Be Announced

If you have any programs or program suggestions that you feel would be of interest to the Chapter, Please contact Darel Mack: (503) 654-5017.

Please see pages 9 and 10 for a letter and information from the Columbia Gorge Model Railroad Club about the March Swap Meet at the Pay 'n Pak Collectors Market.

The chapter is continuing to make plans for the 1999 excursion season. For anyone who has any suggestions about where they would like to go, events they would like to visit by train, and other potential excursion opportunities, please contact the excursions committee or the Board of Directors.



The Trainmaster

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such. Material from the *Trainmaster* may be reprinted in other publications provided credit is given as to the source.

The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

Attn.: Trainmaster Editor

PNWC-NRHS

Room 1, Union Station

800 N.W. 6th Avenue

Portland, Oregon 97209-3715

Voice: (503) 226-6747, Fax: (503) 230-0572

E-Mail: pnwc@easystreet.com

<http://www.easystreet.com/pnwc>

(Internet service donated to the chapter by EasyStreet On-Line Services, Beaverton, Oregon)

ISSN: 0041-0926

Editor: Vacant

Assistant Editor: Glenn Laubaugh, (503) 655-5466

Circulation: Chuck Storz, (503) 289-4529

Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

Membership

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

Regular: \$32/year, Joint: \$40/year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

Trainmaster Contributions:

Contributions for the *Trainmaster* are most welcome. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material (3 1/2" disk, Mac or MS-DOS plain text) is preferred for legibility, but not necessary.

Committee Chairs

Activities: Marilyn Edgar, (503) 236-7271
Meeting Programs: Darel Mack: (503) 654-5017
Concessions: Jean Hickok, (503) 649-5762
Excursions: *Vacant*
Finance: Darel Mack: (503) 654-5017
Library & Historical Foundation: *Vacant*
Membership: Ralph Johnson, (503) 654-1930
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler, (503) 285-7941
Publications: *Vacant*
Rolling Stock: *Vacant*
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Safety: Judy Hall, (503) 699-5042

Chapter Officers

President ('97, '98, '99): George Hickok, (503) 649-5762
Vice-President ('99): Darel Mack (503) 654-5017
Secretary ('99): John Willworth: (503) 284-8628
Treasurer ('98, '99): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97, '98):
Gerald Schuler (503) 285-7941

Directors-at-Large:

Ed Ackerman ('98, '99, '00): (503) 649-6000
Bob Jackson ('97, '98, '99): (503) 244-4440
Glenn Laubaugh ('98, '99, '00): (503) 655-5466
Vacant ('99):
Al Hall ('99, '00, '01): (503) 699-5042
Ralph Johnson ('99, '00, '01): (503) 654-1930

The *Trainmaster* would like to thank chapter member William Einzig for his donation of funds that will allow for first class mailing of this edition of the *Trainmaster* to chapter members.

The *TRAINMASTER*
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 N.W. 6th Avenue
Portland, OR 97209-3715

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